

CHAPTER III

CHRONOLOGICAL RECORD OF EVENTS FROM DATE OF LEAVING RENDEZVOUS, CAMP SEVIER, MAY 18TH, TO DATE OF ARRIVAL AT TRAINING AREA IN FRANCE, JUNE 18TH, 1918.

This period deals entirely with the travel from rendezvous of the regiment, Camp Sevier, near Greenville, S. C., to its first camping grounds in France, where it was (with the Division) attached to the British Expeditionary Forces.

Before leaving Camp Sevier the personnel of the Regiment and Train had been fully equipped. Each man was allowed a total of 75 pounds including all equipment. Part of this equipment was transported in barracks bags as baggage, while the remainder was carried in a roll slung over the left shoulder and across the body, fastening on the right side. Notice had been given that tobacco and cigarettes were very scarce "overseas" and men had been advised to carry in their barracks bags at least a thirty days' supply.

MAY 18TH

The Regiment and train left Camp Sevier on four trains, two of which were routed over the Southern Railway via Charlotte, Greensboro, Danville, Washington, Baltimore, Philadelphia, Jersey City and by ferry to Long Island, and two were routed over the Seaboard Air Line via Greenwood, S. C., Raleigh, Richmond, Washington, Baltimore, Philadelphia, New York and then to Mineola, L. I.

The first train carried Regimental Headquarters, Headquarters Company, the Engineer Train and a detachment from Company A. This train left Paris station at 8:00 A.M. with Captain C. R. Humphreys, Train Commander, and was routed over the Southern Railway.

The second train carried the remainder of Company A, and Companies B and C. It left at 10:00 A.M. via the Seaboard Air Line with

Captain E. W. Myers as Train Commander.

The third train carrying companies D and F left at 12:00 noon via the Southern Railway with Major George L. Lyerly as Train Commander.

The fourth train left at 2 P.M. and carried Company E and the casual detachment of 262 men and two officers. It was routed over the Seaboard Air Line Railway and Captain Willard P. Sullivan was Train Commander.

The trains were made up with one box car for baggage, one baggage car as a kitchen car and sufficient tourist or Pullman cars to carry the personnel with four men to a section. The kitchen car was made up in the middle of the train and was equipped with two field ranges, each company or detachment installing its own range in frames that had been previously prepared. Rations for five days were carried.

MAY 19TH—FAIR

All detachments were en route. The first train arrived at Jersey City in the early evening, though after dark, and was ferried over to Long Island. They reached Camp Mills during the night of May 19-20.

MAY 20TH—FAIR

The remainder of the trains arrived and unloaded. The Regiment and Train were camped together with eight men to a tent. It was late in the afternoon when the entire command had gotten settled.

MAY 21ST TO MAY 24TH—VERY WINDY AND SANDY
EXCEPT ON 23RD, WHEN IT RAINED

This time was spent at Camp Mills. All unserviceable equipment was exchanged for new equipment, all records and personnel and